AFFAIRS OF THE RAILWAYS.

Movements of the Inspection Parties-Arrival of the Pennsylvania People.

The Pennsylvania inspection party arrived in the city last evening, after leisurely inspecting the Vandalia between St. Louis and Indianapolis. The party consiats of President Roberts and directors Wistar Morris, Alexander and Levis Biddle, A. M. Fox, N. B. Shortridge, H. D. Walsh, Amos R. Little, W. H. Barnes, John P. and D. C. Green, D. S. Newhall, J. M. Harding and Howard Speakman, of Philadelphia; John Cassels, of Washington, D. C.: James McCrea, Thomas D. Messler, J. T. Brooks, Joseph Wood, F. Slataper, Thomas Rodd, Charles Watts and S. B. Liggett, of Pittsburg. The party had not been over the Vandalia for a couple of years, and were more than sur-prised at the improvements which have been made to the property and the smoothness and solidity of the roadbed generally. President Roberts expresses great satisfaction at everything he has seen on the trip since leaving Pittsburg. All the Western lines are in a physical condition which will compare favorably with their lines east of Pittsburg. The party will leave for Kokomo at 7:30 this morning, and on arriving there will take the fifth and on arriving there will take the fifth division for Cincinnati, over which many of the inspection party have never ridden. Superintendent Darlington, of the Indianapolis division, and Harry Miller, of the Louisville division, are much disappointed that the party does not go over those divisions this year, as both have been at work for some weeks lining up and cleaning up, in expectation of the Pennsylvania people looking over their respective divisions. That they fail to go over the best divisions of their lines west of Pittsburg in passing these will not be questioned.

The inspection party of the Louisville,

The inspection party of the Louisville, New Albany & Chicago lines last evening left Chicago and ran down to Monon, and to-day will inspect the road between Monon and Indianapolis, arriving here at 4 P. M. To Chicago reporters they expressed gratification and surprise over the improvements which have been made to the track of the main line in the last few months, but the greatest surprise awaits them to-day in coming over the Indianapolis division, for on this division has the greatest outlay of labor and money been expended.

Jay Gould and his son George are this week inspecting their Western lines. It is expected they will return home to-morrow via Indianapolis and Pittsburg.

President Blackstone and General Manager Chappell, of the Chicago & Alton road, are this week inspecting the line. Within the last twelve months much has been done to the road bed of the Alton in the way of ballasting with broken stone. Every bridge on the system has been carefully inspected, and where repairs or a new bridge was needed they have been promptly looked after.

Personal, Local and General Notes. H. W. Hibbard, general freight agent of the Vandalia, is in the city.

W. W. Brady, who until recently has represented the Eric lines in this territory, has received two very flattering offers on other roads already.

William R. McKeen, president of the Terre Haute & Indianapolis, accompanied the Pennsylvania inspection party from St. Louis to Terre Haute yesterday.

J. N. McCullough, first vice-president of the Pennsylvania Company, on account of ill health did not accompany the inspection party on their trip over the Western lines. S. H. Ayres, anditor, and E. L. Gates, car accountant of the Wheeling & Lake Erie road, have obtained leave of absence for three months. Both are in poor health and will spend the winter in California.

C. F. Dutton, late general manager of the Milwaukee & Northern road, has taken the temporary management of the Escanaba & Western railroad, now in process of construction in northern Michigan.

J. T. Harahan, the newly-elected vicepresident and general manager of the Illi-nois Central road, has gone to New York for instructions as to the wishes of the directors as to the management of the prop-

J. F. Angell, trainmaster on the Toledo & Ohio Central road, has been promoted to the superintendency of the Toledo division, with headquarters at Bucyrus, O. J. A. Francy is made trainmaster and J. S. Bowers chief train dispatcher. All are old employes of the company ployes of the company.

A station on the Columbus & Hocking Valley road has been named Rockwell, in honor of the general superintendent of the road, Charles Rockwell, formerly on the I., P. & C. road. It is at the point where the C. & H. V. intersects the Lake Shore road, and promises to become an important sta-

The report that G. A. Carr, formerly with the Cincinnati, Hamilton & Dayton road has been appointed general superintendent of the Pittsburg & Lake Erie road, is not correct. He is appointed superintendent of construction. Gaylord Beach, formerly with the Bee-line, is the general superintendent of the road.

Martinsville, on the I. & V. road, was completed yesterday. One was built in the early part of the season east of Martinsville, the other is located west of Martinsville, the road crossing the river twice within a few miles. Each structure is built of iron and is 280 feet long.

The Terre Haute News has come to the conclusion that the Fort Wayne, Terre Haute & Southeastern project is only a road on paper, although a portion of the right of way has been secured. The News expresses the belief the right of way secured in Clay county will be used as a branch for the Big Four (St. Louis divis-

The report is revived that the Chicago & Eastern Illinois road is likely, on the 1st of January, to fall into the hands of the Big Four. Inquiry among the higher officials of the latter fails to show that any new features have come to the surface of late. Without doubt, however, the C. & E. I. will some day be a part of the Big Four

The Journal was in error in stating, yesterday, that the Indianapolis ear-works would cease manufacturing wheels except such as would be required under cars con-structed by that firm. Receiver Henning is authority for the statement that the carworks will continue to manufacture wheels, not only for their own use, but to supply the demand from other manufactories.

W. H. Fisher, general passenger agent of the Columbus & Hocking Valley road, is in the city. This company has just purchased five new heavy freight engines, and will order five more in a few days. The present light freight engines are being equipped with air-brakes, and converted into passenger engines, the growth of the passenger business necessitating the increase of its passenger equipment.

The traffic relations between the Ohio & Mississippi and the Louisville & Nashville road continue greatly strained. As for months past the L. & N. refuses to place the tickets of the O. & M. on sale at its offices, and this forces the O. & M. to keep a large number of agents in the South to protect its interests. The quarrel arose be-tween the passenger departments several months ago, and the efforts of friends of both lines to heal the breach have thus far been unavailing.

The question is raised, will M. E. Ingalls's entering the directory of the Queen & Crescent road unfavorably affect the Cincinnati, Hamilton & Dayton, which has very close working arrangements with the former? In fact, with the exception of the Erie, it is the most valuable traffic relation which the C., H. & D. enjoys. The C., H. & D., however, is also a valuable feeder to the Q. & C., hence to break off the arrangement or lessen its hold would cause the latter to suffer in its business as well as

the C., H. & D. The shipments of live stock from the National stock yards, St. Louis, in September ast, did not much exceed those from the Indianapolis yards. During the month there were shipped east from the St. Louis a total of 1,622 car-loads, as follows: Over the Big Four (St. Louis division), 580 carloads; the Chicago & Alton, 440; the Wabash, 382; the Vandalia, 169; the Ohio & Mississippi, al. The shipments of dressed meat were as follows: Vandalia, 103 carloads; Big Four (St. Louis division), 95;

Chicago & Alton, 70; Wabash, 14. The final transfer of papers by which the C., C., C. & St. L. comes into full control of the St. Louis, Alton & Terre Haute road and the Whitewater Valley road will be made this week. With this done, the portion of the Big Four system between Indianapolis and St. Louis will be known as the St. Louis division, and the Cairo & Vincennes as the Cairo division, instead of the Chicago, Vincennes and Cairo divis-ions the two bave been called the last few mens Liver Regulator and be spry.

months to make the deal legal. The Whitewater Valley road will be known as the Whitewater division, and extended to a connection with the Columbus division, better known as the old Ohio, Indiana &

A. F. Banks, formerly an Indianapolis railroad man, now of the Iowa Central, is in the city. Mr. Banks states that since the road was taken out of the hands of a the road was taken out of the hands of a receiver, some eighteen months ago, it has been earning its fixed charges, operating expenses and a surplus to improve and better equip the property. Within the last six months eleven first-class engines have been purchased, seven hundred freight cars and considerable passenger equipment. The road profits handsomely through its connection with the Chicago, St. Paul & Kansas City road, which it crosses at three different points, and the Lake Erie & Western is proving a valuable connection for ern is proving a valuable connection for the Iowa Central.

LOGAN AND THOMAS.

Gen. Knefler Resents Statements of Dr. Gore Concerning the Army of the Cumberland.

To the Editor of the Indianapolis Journal: In your issue of to-day you copy an article from the Chicago Tribune, "What General Logan Really Did." A more infamous statement has never appeared in the columns of any paper, and it is astonishing that any respectable paper lends itself to the circulation of such an outrageous libel. There is not a word of truth in the whole story; it is an unmitigated lie from beginning to end. Every soldier and officer who served in the Army of the Cumberland is insulted by the villainous charge that General Logan felt disinclined to take command of that army because the officers of that army whom he would have to depended on, having none of his own, might be unfaithful to him, and he would be defeated in the fight. This is a would be defeated in the light. This is a wholesale charge of insubordination, mutiny and treason, and no one quicker than General Logan, were he now living, would more indignantly repel such a cowardly, sneaking scoundrelly insinuation.

That General Logan was not at Nashville preceding or during the battle is an undisputed historical fact. When he arrived at Lonisville on his way to relieve General

Thomas, because the latter did not move quick enough to suit the views of General Grant, he was reached by the news of the victorious advance and battle which annihilated Hood's rebel army. There is not a sane man who doubts that, if General Logan would have commanded the field instead of General Thomas, he would have been as loyally obeyed and supported by the officers of the Army of the Cumberland as General Thomas was. The officers of the Army of the Cumberland were not tricksters or cliquers; they were, above all, soldiers who did their duty under any commander, under any circumstances, in all situations. They were loyal, patriotic geutlemen, as has been demonstrated in many bloody battles and on every field, and such vile fabrications cannot impeach their FRED KNEFLER.

INDIANAPOLIS, Oct. 23.

CULLINGS FROM THE COURTS.

A Petition for Divorce Follows the Wedding of Mrs. Douglass and Mr. Sode.

Mrs. Olive Sode, through her attorneys Claypool & Claypool, has filed a suit for divorce against her husband, A. Frederick Sode, traveling salesman for a plumbing supply house in New York. The papers were taken from the county clerk's office immediately after they were filed, in order to keep the particulars out of the papers, but the attorney's condescend to announce that the allegation consists of a general charge of cruelty. The parties were married in June last, the bride being the widow of James G. Douglass, who died suddenly, nearly three years ago, in English's Opera-house while attending play. She is now interested in a suit relative to Mr. Douglass's will. suit relative to Mr. Douglass's will. These facts, together with the dashing manners and stylish appearance of the young widow, gave additional interest to her marriage with Mr. Sode, on the 4th of June last. The groom fitted up a suite of rooms at No. 158 North Illinois street in superb style, and was supposed to be living in happiness till a short time ago, when he took up his quarters at the Bates House. He left the city last Monday for New York, and has made no answer to the complaint filed by his wife.

Cyclorama Stock. Oliver B. McIntire applied for an injunction, yesterday, to secure his rights to some Cyclorama stock. He owned 180 shares valued at \$50 each, and when the sale occurred, on Oct. 4, the stock. he alleges, had a cash value of \$260. Henry

C. Campbell, it is further claimed by McIntire, attended the sale and The second bridge over White river, near | knew the value of the stock, and in order to defrand McIntire, told him that the property had been 'sold for only a few dollars more than the company's indebt edness, and that the debts were so heavy that the receiver, Charles A. Manning, would only have \$500 with which to pay the stock-holders. McIntire accuses Campbell of knowing that the sale of the property realized \$3,000 more than the indebtedness, and of inducing him to sell his 180 shares for \$20. He petitioned Judge Taylor to set aside the sale, and to enjoin Receiver Manning from paying the money to Campbell. The court issued a temporary re-

Notes from the Dockets.

straining order.

Hattie Sanders, eight years old, was given to the Board of Children's Guardians yesterday by Judge Howland.

Emmett Wilson, tried in the Criminal Court, was given two years in the penitentiary, yesterday, for burglary. Robert Ludwick, for criminal assault, was sentenced to twelve years.

The damage suit of John J. Heaton against the Fort Wayne, Cincinnati & Louisville Railroad Company was begun in Judge Taylor's court yesterday. The plaintiff claims that through the carelessness of the company's employes he lost a trunk filled with valuable surgical implements.

In the case of Charles G. Mueller, architect, against the sheriff, Isaac King, tried before a jury and Justice of the Peace Smock yesterday, a verdict was returned in favor of the defendant. Mueller said King agreed to pay for the plans of a house whether he used them or not, but King flatly denied making such an agreement. Charles Severance pleaded guilty yester-

day to a charge of trespass and one of assault and battery, both preferred by Ingram Hill, a farmer living south of Garfield Park. Severance was hunting last Sunday on Hill's farm, and answered the order to leave the premises by assaulting the owner. Justice of the Peace Smock, before whom the case was tried, made the fines and costs

amount to \$34. The Court Record SUPERIOR COURT.

Room 1-Hon. Napoleon B. Taylor, Judge. John J. Heaton vs. Fort Wayne, Cincinnati & Louisville Railroad Company et al.; damages. Trial by court. Room 2-Hon. Daniel Wait Howe, Judge.

Fidelia Hodges vs. Louden H. Carle et al.; damages. Trial by jury. Room 3-Hon. Lewis C. Walker, Judge. Ida Williams vs. Alva Williams; divorce. Tried and taken under advisement.

New Suits Filed. Oliver B. McIntire vs. Henry C. Campbell et al.: injunction. Robert Andrews vs. Jacob Crone; note.

Demand, \$850. CIRCUIT COURT. Hon. Livingston Howland, Judge. Board of Children's Guardians vs. Hattie Sanders. Finding for Board.

Philadelphia Record. The renovation of the White House and the introduction of electric-lights disclose the fact that the timbers of the historic edifice are rotten. Some of these days a naked wire will flash the punk, and then the White House will be no more.

Labor in a Free-Trade Country.

Chicago Inter Ocean. It is said that there are 700,000 unemployed laborers in England. And yet England has been basking these many years under the inspiration of free trade.

Ir you are all run down, fagged out, take Sim-

VIADUCT MATTERS.

Lorenz Schmidt Criticises the Action of Coun-

cil in the Vote Taken Monday Night. To the Editor of the Indianapolis Journal: While the ordinances which donated to the Union Railway Company parts of Illinois, Meridian, Louisiana and McNabb streets and several alleys were still pending, well-authenticated rumors were out that the Union Railway Company would never build the fifty-foot-wide viaduct east of Meridian street nor the foot-way across Illinois street. I publicly called attention to this matter in a session of the Board of Aldermen, but was ridiculed as a prophet of evil. "If the Union Railway Company accepts these ordinances it thereby assumes the obligation for erecting these structures and we will undertake to make the company comply with its written obligation," was the reply I received. For about three years the Union Railway Company has been in possession of the street property donated by said ordinance, of the value of \$300,000. In June, 1886, said company agreed to erect said structures, but so far it has hoodwinked the city, the citizens and their representatives. In 1887 the city authorities demanded compliance with the obliga-tions assumed by the railway company. On the 19th of September, 1887, the company sent a statement, duly signed by its repre-sentative and Vice-president, Volney T. Ma-lott, in which it was assured that everylott, in which it was assured that everything was ready for the construction of the viaduct, and the work would be commenced at once, if the city would undertake to pay any increase of damages over the sums allowed by the city commissioners for property condemned for viaduct purposes. The city authorities finally agreed to assume this additional liability. Then the railway authorities eaused an injunction suit against closing Meridian street to be brought, and the suit furnished the desired pretext of preventing the erection of the viaduct. Meanwhile a the erection of the viaduct. Meanwhile a new city government had been elected. It was expected that the new administration would act with more energy in enforcing the obligations assumed by the railroad company. This was so promised. And now, instead of a compliance with its obligations, the Union Railway Company is exased from the obligations as sumed. In lieu, the company gives a new promise to build a viaduct over Virginia avenue. And as reward for this new promise the Council grants a release to the company from its unfulfilled promises and obligations, and throws in a donation of Alabama street for the length of two squares. Besides, the Big Four Railroad Company receives the suspicious permission of laying a double track west of East street over any of the streets. It manifest that all property east

and accommodations in a similar proposi-tion granted to him, he would very prob-ably be shown to the door. The city authorities are, however, approached with such a demand. And I am sorry to say that the Council not only failed to resent such a demand, but promptly and obsequiously assented to the committal of another robbery upon the property rights of citizens and tax-payers by the vacation and donation of streets for the benefit of railroad

LORENZ SCHMIDT.

Indianapolis, Oct. 23. EX-CONSUL SCHUENHOF.

corporations.

Virginia avenue is to be depreciated

much as possible, to say nothing of the property on South Alabama street. If a debtor, who had violated his obligations to

the bank in such a manner would approach Mr. Volney T. Malott, the bank president,

with a proposition to have additional credit

His Report Is All Right, and Is a Trustworthy Indorsement of the Protective Principle.

To the Editor of the Indianapolis Journal: I have just read the extract from the official report of John Schuenhof, consul to Tunstall, printed in your edition of yesterday, which is a striking illustration of Democratic inconsistency and insincerity upon the benefits of a protective tariff. Mr. Schuenhof was appointed consul by Mr. Cleveland, and became the accredited representative of this government at that important point—important because the seat of vast pottery industries, whose products came in competition with like products in this country. His report would not be colored in favor of protective tariff principles, yet it admits that such articles of common use as dry goods. clothing, cotton products, underwear, men's shirts, factorymade boots and shoes, collars, cuffs, "and like articles," are as cheap in America as in England. This is the evidence of a free-trader, one of the most radical sort.

England. This is the evidence of a free-trader, one of the most radical sort.

I have before me a copy of the Stafford-shire Sentinel, of Aug. 23, 1890, which con-tains an account of a banquet given to Mr. Schuenhof, at the Burslem town hall, given on the occasion of his departure for America. He was presented with a valu-able gold watch, and gold albert, and a china tea set, richly gilt, by Mintons, Stoke; and two vases, by Copeland, painted by Gale. I copy from the speech made by by Gale. I copy from the speech made by Mr. Schuenhof, accepting these testimonials, as reported in the paper referred to. It discloses the free-trade servility of anglomaniacs in an eminent degree. He says, among other things:

Still more, however, do I admire the spirit which has led you, above all and before all, to adopt commercial freedom, and maintain it through good times and bad times, and through all adversity. You stand up manfully to fight your battle without odds, when all other nations put up stone-walls around themselves in the shape of protective laws. These are marks of character of which any nation may be proud, and I only wish that the day may not be very remote when our people will think that they ought not to be afraid to follow the example of the country from which they have derived so much benefit, both by descent of ancestry and institutions.

I move that Mr. Schuenhof be granted indefinite leave from this country, with permission to take up his residence under the British flag, there to earn his living at whatever wages he may be able to command in a free-trade country.
S. N. CHAMBERS.

Let Our Own Experience Guide.

New York Tribune. Let it be granted that free trade has peen successful in England owing to its insuar position, limited aera and shipping facilities as the center of a world-wide empire. Does it follow that the same policy, or any approach to it, is to be favorin the United States, with its continental domain and the diverse conditions of its industrial development? Are American principles to be abanboned in the light of English experience? Or is American experience to be made the ground for continuing and perfecting an economic system. ing and perfecting an economic system under which unexampled progress has been achie ved!

Things We Wear. Boston Advertiser.

Clothing is fully as cheap, if not cheaper, than it was last fall. Boots and shoes are no higher than they were a year ago. These facts can be readily ascertained at any shop, as readily by representatives of free trade as of protectionist newspapers.

Will Furnish the Tin Horns, Columbus Republican.

Hon. Jason B. Brown need give himself no concern about the rise on tin because of the tariff. The Republicans of this dis-trict will furnish the "horns" after the 4th of November.

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It is worth your seeing, if for nothing but how to sew on buttons to button easy and never come off, and how to make buttonholes wear for-

Women differ in their ways of thinking and dressing as well as in other ways. This waist is for women whose minds are made up that they won't wear corsets.

There's much to be said on both sides; but did you ever hear of a woman who hadn't made up her mind in some way? and is there any possible use in trying to get her to change it? She will and she will; or she won't and she won't.

You can get the Ball Waist and wear it a week or two or three; and, if you don't want it, take it back to the store and get your money. CHICAGO CORSET Co., Chicago and New York.

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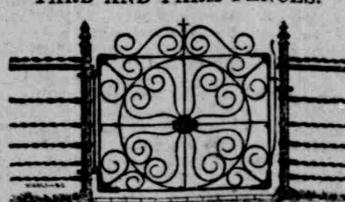
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